

## Driver Age Distribution

Table 16 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a considerable increase in the number and proportion of drivers over the age of 45.

<b>Table 16</b> <b>Age Distribution of Licensed Drivers: 1990, 2000, 2007</b>					
<b>Age</b>	<b>1990</b>	<b>2000</b>	<b>2007</b>	<b>Change 1990-2007</b>	<b>Change 2000-2007</b>
15*	3,478	9,406	3,388	-2.6%	-64.0%
(%)	0.5%	1.1%	0.3%		
16-24	123,114	156,485	155,645	26.4%	-0.5%
(%)	17.4%	17.5%	15.1%		
25-34	151,625	154,133	182,302	20.2%	18.3%
(%)	21.4%	17.3%	17.7%		
35-44	153,976	178,401	177,190	15.1%	-0.7%
(%)	21.8%	20.0%	17.2%		
45-54	100,258	167,821	197,239	96.7%	17.5%
(%)	14.2%	18.8%	19.2%		
55-64	76,255	106,190	158,735	108.2%	49.5%
(%)	10.8%	11.9%	15.4%		
65+	98,967	120,516	153,003	54.6%	27.0%
(%)	14.0%	13.5%	14.9%		
TOTALS	707,673	892,952	1,027,502	45.2%	15.1%

*\*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.  
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 6 months after completing a driver's training course; during the 6 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 6 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present. Another amendment, taking effect July 1, 2007, increased the number of months for the supervised driving period to 6 months and restricted the number of passengers not related to the driver to no more than one for drivers under the age of 17.

## Driver Age and Crash Involvement

<b>Table 17</b> <b>Driver Age as a Factor in Crashes: 2007</b>								
Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	3,388	0.3%	520	1.2%	3.5	179	1.1%	3.4
16	10,648	1.0%	1,446	3.2%	3.1	543	3.4%	3.2
17	15,807	1.5%	1,864	4.2%	2.7	668	4.1%	2.7
18	16,809	1.6%	1,916	4.3%	2.6	698	4.3%	2.6
19	18,521	1.8%	1,634	3.7%	2.0	604	3.7%	2.1
20	18,562	1.8%	1,351	3.0%	1.7	492	3.0%	1.7
21	17,076	1.7%	1,374	3.1%	1.9	487	3.0%	1.8
22	18,848	1.8%	1,307	2.9%	1.6	461	2.9%	1.6
23	19,356	1.9%	1,215	2.7%	1.4	436	2.7%	1.4
24	20,018	1.9%	1,231	2.8%	1.4	417	2.6%	1.3
25-34	182,302	17.7%	8,702	19.6%	1.1	3,093	19.2%	1.1
35-44	177,190	17.2%	7,011	15.8%	0.9	2,565	15.9%	0.9
45-54	197,239	19.2%	6,197	13.9%	0.7	2,381	14.8%	0.8
55-64	158,735	15.4%	4,147	9.3%	0.6	1,508	9.3%	0.6
65-74	92,323	9.0%	2,037	4.6%	0.5	769	4.8%	0.5
75+	60,680	5.9%	1,446	3.2%	0.6	563	3.5%	0.6
Not Stated or Other			1,103	2.5%		278	1.7%	
<b>TOTALS</b>	<b>1,027,502</b>		<b>44,501</b>			<b>16,142</b>		
<i>* Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers.  Over-representation occurs when the value is greater than 1.0.</i>								

Drivers, ages 19 and under, were involved in 2.6 times as many fatal or injury traffic crashes as expected. This age group comprised 6.3% of all licensed drivers and accounted for 16.6% of drivers in all crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected.

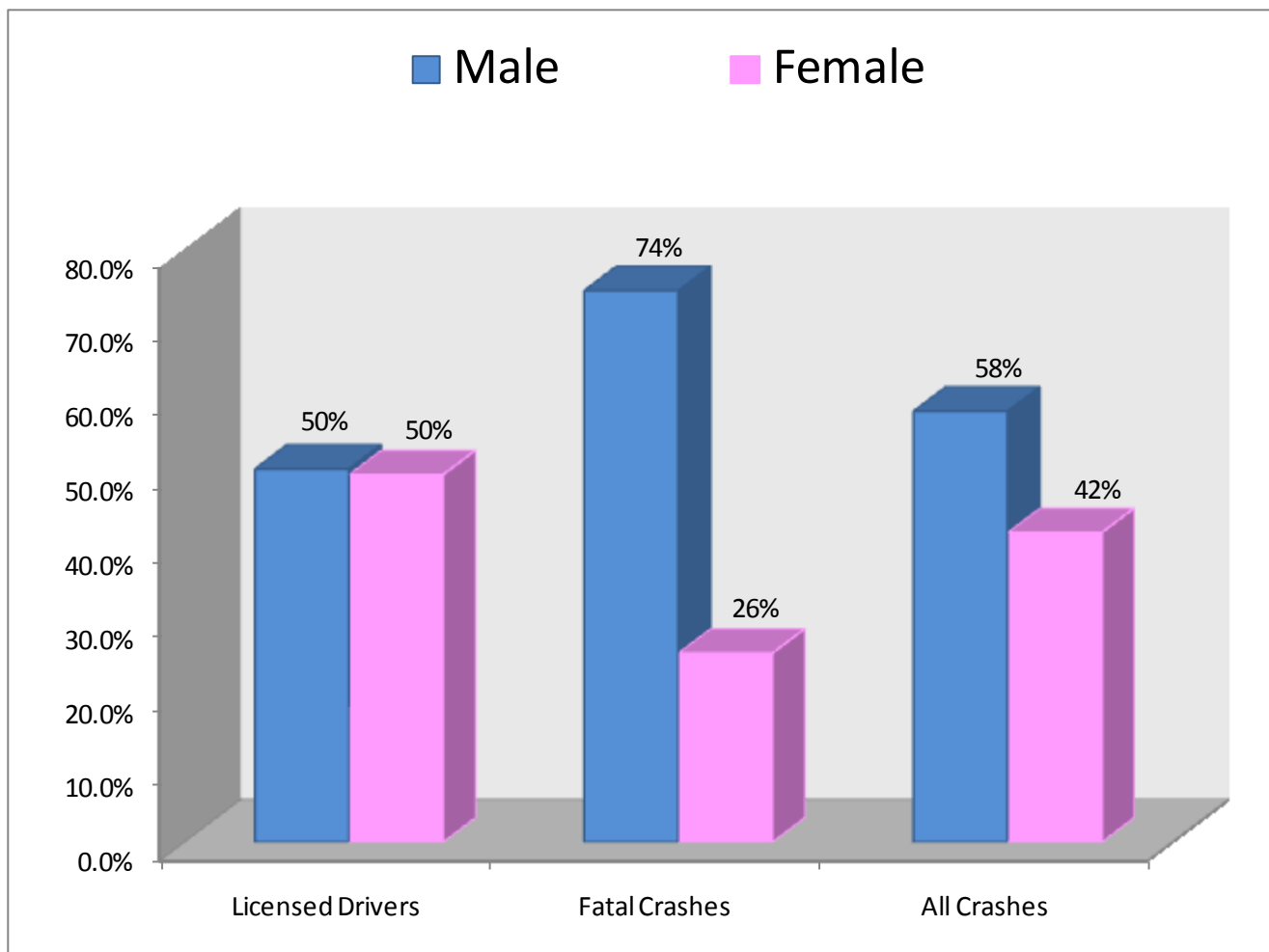
Drivers that were 21 years old in 2007 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

While the number of young drivers in crashes has decreased, the number of young licensed drivers has decreased by larger percentages or by the same percentage. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect of reducing the involvement of young drivers in crashes.

## Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 58% of the drivers in all crashes and 74% of the drivers in fatal crashes.

Figure 9  
Comparison by Gender for Driver Licensure, and Crash Involvement: 2007



In 2007, males were 1.4 times more likely than females to be involved in any crash and were 2.9 times as likely as females to be involved in a fatal crash.

## Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in 3.0 times as many crashes as expected, while female 18 year-old drivers were involved in 2.3 times as many crashes as expected.

Figure 10  
Involvement by Driver Age and Gender in All Crashes: 2007

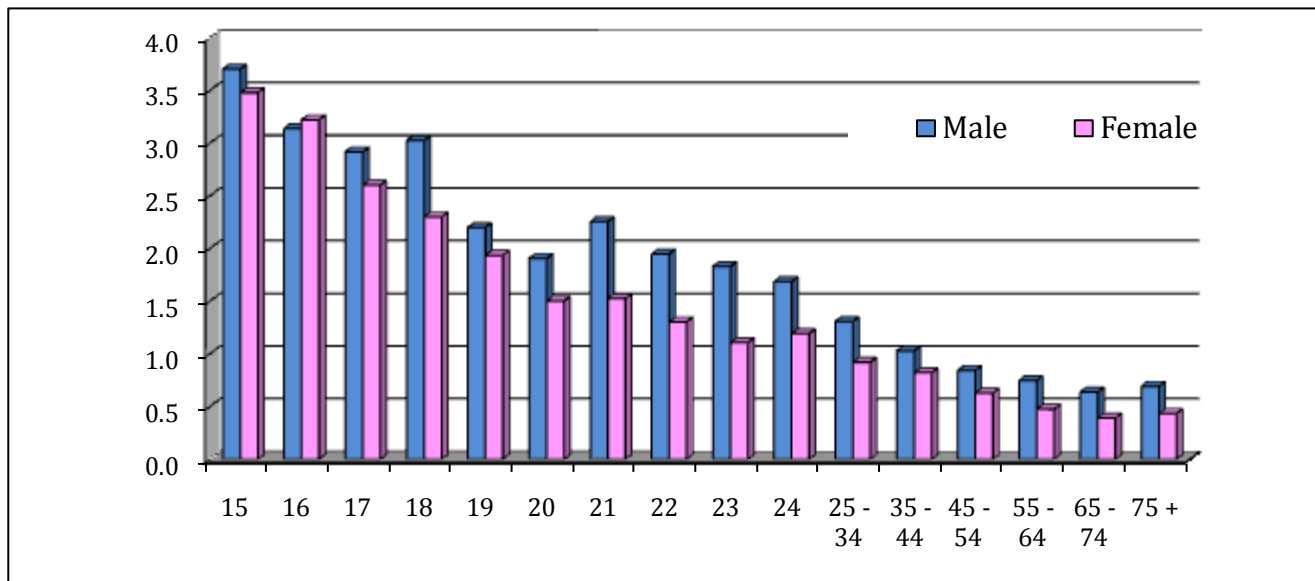
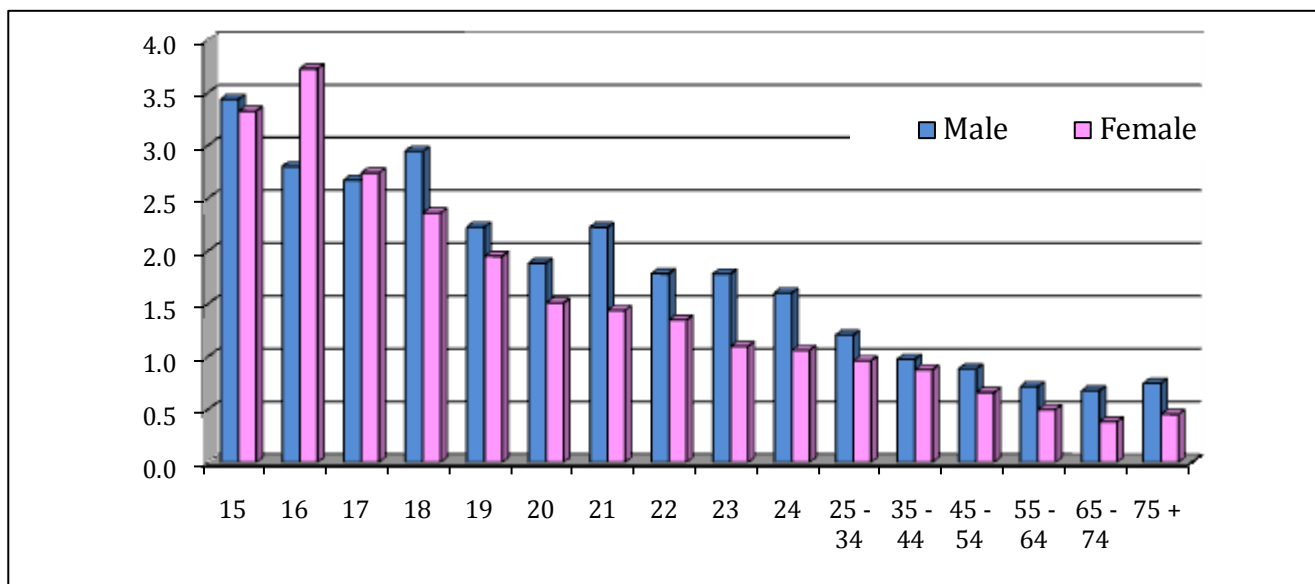


Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2007



## Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2007 are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

<b>Table 18</b>		
<b>Top Ten Traffic Violations for Idaho Drivers: 2007</b>		
<b>Violation Type</b>	<b>Number</b>	<b>% of Total</b>
1. Basic Rule / Speeding Violations	91,684	49.0%
2. Safety Restraint Violations	21,966	11.7%
3. Insurance Violations	17,530	9.4%
4. Driving Under the Influence	10,374	5.5%
5. Failure to Stop at Traffic Control Devices	11,794	6.3%
6. Driving Without Privileges - Suspended License	5,662	3.0%
7. Reckless or Inattentive Driving	5,094	2.7%
8. Following Too Close	4,914	2.6%
9. Failure to Yield Right of Way	2,322	1.2%
10. Child Safety Seat Violations	2,109	1.1%
All Other		0.0%
<b>TOTAL</b>	<b>187,001</b>	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

Table 19 is a breakdown by age for selected traffic violations. The five violations shown comprise 69% of all violations for 2007. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

<b>Table 19</b> <b>Selected Traffic Violation Rates for Idaho Licensed Drivers: 2007</b> <b>(Per 100 Licensed Drivers)</b>						
<b>Age</b>	<b>Licensed Drivers</b>	<b>Basic Rule/Speed</b>	<b>Fail to Stop at Stop Sign and Signals</b>	<b>DUI Idaho Residents</b>	<b>Reckless or Inattentive</b>	<b>Following Too Close</b>
15	3,388	12.0	2.8	0.2	1.9	2.2
16-19	61,785	22.4	3.7	1.2	2.0	1.8
20-24	93,860	16.2	2.1	2.4	1.2	0.9
25-34	182,302	11.2	1.3	1.6	0.6	0.5
35-44	177,190	8.7	1.0	1.2	0.4	0.4
45-54	197,239	6.0	0.7	0.8	0.3	0.3
55-64	158,735	4.2	0.5	0.3	0.1	0.2
65-74	92,323	2.6	0.4	0.1	0.1	0.1
75+	60,680	1.3	0.5	0.0	0.1	0.2
Mean		8.5	1.1	1.0	0.5	0.5

Younger drivers, especially those 19 years of age and younger, had violation rates well above the mean in areas shown to be major contributing factors in crashes, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

**Table 20**  
**Driver's License Suspensions by Violation Type: 2007**

<b>Violation</b>	<b>Number</b>	<b>% of All Suspensions</b>
Failure to Maintain Insurance	26,268	32.2%
Failure to Pay Fine	19,172	23.5%
Driving Under the Influence	9,679	11.8%
Administrative License Suspension (ALS)*	8,670	10.6%
Driving Without Privileges	6,726	8.2%
Underage Consumption or Possession of Alcohol	2,570	3.1%
Family Responsibility Law	2,082	2.5%
Refused Evidentiary BAC Test	1,508	1.8%
Recurrence of Violation	1,098	1.3%
Reckless/Inattentive Driving	861	1.1%
Points	724	0.9%
All Others	2,338	2.9%
<b>TOTALS</b>	<b>81,696</b>	<b>100.0%</b>
<i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i>		

The two largest categories of driver's license suspensions are failure to maintain insurance and failure to pay a traffic fine. These two suspensions account for 56% of all license suspensions. Driving under the influence accounted for 12% of all license suspensions.

The Economics and Research Section of the Idaho Transportation Department provides the information concerning driver's license suspensions.